



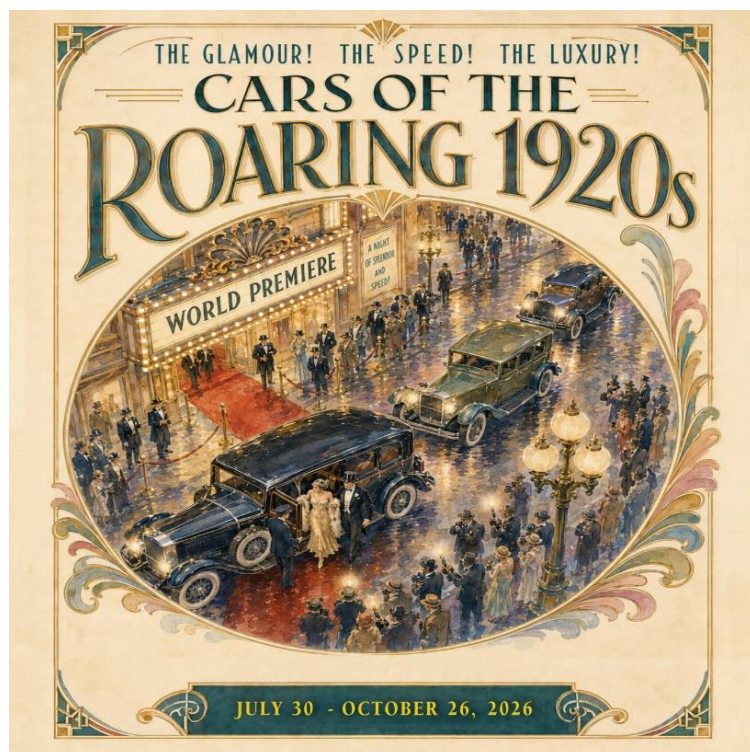
August 2026 Newsletter

"Moving Forward"

Cars of the Roaring 1920s!

We are thrilled to announce our current exhibit, "Cars of the Roaring 1920s" Opening on July 30th, this exhibit features two dozen gorgeous 1920s cars, and will be on display through the end of October.

Spanning from the lesser known 1921 Essex Cabriolet Coupe through a 1929 Chevrolet Landau, "Cars of the Roaring 1920s" will be showcasing a pivotal decade of automotive design and development as the rapidly growing young industry had definitively shifted from the horseless carriage into a new modern, mechanized era.



This exhibit will only be on display until October 26th, so make plans today to come to the Forney Museum and see "Cars of the Roaring 1920s"

This Month in Transportation History

August 17, 1807 - The world's first commercially successful steamboat service was launched when the North River Steamboat, often referred to as the "Clermont," left New York City for Albany, New York via the Hudson River – widely known at the time as the North River. The North River Steamboat, built in New York City on behalf of inventor Robert Fulton and investor Robert

Livingston, was powered by a steam engine designed by Fulton. At an average speed of about five miles per hour, the North River Steamboat's successful journey proved the potential for steamboats to revolutionize travel.

August 10, 1840 - The first piloted flight in Canada occurred when American aeronaut Louis Lauriat ascended in the hydrogen balloon *Star of East* into the skies above New Brunswick. Although already one of the best known aeronauts in the United States, Lauriat and his balloon traveled by steamship to the port city of Saint John in the then-British colony of New Brunswick, before beginning the milestone flight. Attaining a top speed of about 21 miles per hour, the flight ended when Lauriat touched down about 22 miles from Saint John.

August 2, 1870 - The Tower Subway, the world's first underground tube subway, opened in London, England. Built to provide passenger service under the Thames River, the subway featured a small cable car (called an "omnibus") powered by a 4 horsepower stationary engine, that could carry up to 12 passengers between Tower Hill on the north side of the Thames and Vine Lane to the south in only 70 seconds. Although the subway was out of business before the end of 1870, the tunnel was converted into a pedestrian route until the completion of the new Tower Bridge in 1894 rendered it obsolete.

August 3, 1900 - The Firestone Tire & Rubber Company was incorporated in Akron, Ohio. Founded by Harvey S. Firestone, the Firestone Company originally produced more durable solid rubber tires for horse-drawn wagons and buggies before shifting focus to the growing automobile market in the United States. In 1906, Firestone reached a deal with Henry Ford to become the exclusive tire supplier for the Ford Motor Company, and by the end of 1926 had grown into a global rubber giant producing more than 10 million tires a year! Along with helping to popularize pneumatic tires, other Firestone innovations include tread development for better road grip and internal suspension structures for the tire improving safety in cornering.

August 19, 1913 - A military expedition by U.S. Army personnel in a large White Motor Company truck returned to the city of Valdez, on the southern coast of the then-Alaska Territory, completing an unprecedented round-trip surveying expedition that covered 826 miles in 22 days. With a goal of testing the feasibility of a motor vehicle route into the interior of Alaska, the expedition left Valdez for Fairbanks on July 28 carrying a load of supplies and mail for the military camps along the route. Overcoming the rainy weather and rough, rocky terrain that was alternately icy, muddy, steep, quicksand-like and dense with trees and massive boulders, the party returned to Valdez on August 19 at 4 PM. The Richardson Highway, covering 368 miles between Valdez and Fairbanks, is a legacy of this pioneering expedition.

August 14, 1957 - The American Association of State Highway Officials (AASHO) approved the final design for the official marker and road signs to be used on the National System of Interstate and Defense Highways in the US. After soliciting submissions from the States, and spending months evaluating different shapes and sizes for route markers on the new Interstates, the AASHO selected four for final testing. Erecting full-size versions of the different signs along a road near LaSalle, Illinois, officials were able to observe the signs from a moving vehicle as they made their final decision. The now-familiar red, white and blue Interstate shield – combining elements of submissions from Texas and Missouri – was adopted and remains in use to this day.

Forney Speaker Series

The previously planned panel discussion on the history and future of transportation for the next installment of our Forney Speaker Series on Saturday, August 15th, has been cancelled due to last minute scheduling conflicts. We apologize for the inconvenience to those who had been planning to attend.

Scheduled for 2 PM on the third Saturday of every month, these presentations are free with paid admission, and make for a wonderful opportunity to learn more about some of the lesser known sides of transportation history. We have a couple more speakers and special presentations on tap for the rest of 2026. So make sure you don't miss the rest of our Forney Speaker Series. We'll see you there!

Amelia Earhart 'Gold Bug' Kissel

As brought to our attention by one of our volunteers, Amelia Earhart's 1923 'Gold Bug' Kissel Speedster was written up in a fascinating article by the automotive journalist Henry Cesari. The article can be found here <https://www.hotcars.com/forgotten-yellow-speedster-amelia-earhart-drove-7000-miles-across-america> and is worth the click and the read! Interestingly, the pictures of the car in the article are of a different Gold Bug, so if you have read the article and would like to see Amelia's actual Kissel Speedster, you can visit the Museum to see the car up close and in person. You can also read the Forney Vehicle Spotlight from March 2025 in our Archive on the Forney Museum website forneymuseum.org. Thank you to Forney Volunteer Jay Hokanson for passing along the article!

"Nearly a decade before her nonstop solo Atlantic crossing, Earhart attempted another difficult crossing. She drove a roadster convertible across the North American continent's primitive road network. All with her recently divorced mom riding shotgun. Her beloved yellow speedster—built by a long-forgotten Wisconsin company—made it possible..."

The Museum needs YOU!

Anyone interested in volunteering or donating please reach out to us at the museum or email volunteer@forneymuseum.org

Featured Volunteer

The Featured Volunteer for August is Paul Breeding. A key member of our bicycle and motorcycle repair and restoration team, Paul can also be seen helping out with large or public events at the Museum. Born and raised in the farmlands of Central Maryland, he moved to Colorado in 1996. With broad experience in different fields, some of his career highlights include management in public television and as a freelance lighting technician, as well as volunteer fundraising for the American Lung Association and American Heart Association.

Paul's first car was a used Austin-Healey 100, which has been followed by many more vehicles over the years both foreign and domestic. But his passion has long been riding and fixing bicycles, leading bike rides and other two-wheeled pursuits. A member of the Museum for almost 20 years, Paul met former Collection Manager, Nicole Bleau, through our bicycle giveaway program. This led to work volunteering with the bicycle and motorcycle restorations. He says he particularly values working with other volunteers, walking through the exhibit hall and the warehouse at the Museum and seeing the team's efforts on display, introducing others to the Forney and more. When asked for his thoughts on why he continues to volunteer with the Museum, Paul says, "At 88, volunteering gives me a sense of accomplishment and lets me learn from others (mostly younger than me)." Thank you for everything you do for us, Paul, we wouldn't be able to do what we do without you!



Volunteer Birthdays

8/5 - Chris Hildenbrand

8/18 - Dan Hays

8/5 - Bernard Ruffenach

8/23 - Ron Wenger

8/14 - John Macfarlane

8/31 - Calvin Faller

8/17 - Jay Hokanson

Forney Vehicle Spotlight

1928 Indian Scout 101

The Indian Motorcycle story begins in 1897, when George Hendee founded Hendee Manufacturing Company in Springfield, Massachusetts to manufacture bicycles. Initially selling his bicycles with the “Silver King” and “Silver Queen” brand names, the name “American Indian” – eventually shortened to just “Indian” – was used from 1898 onward due to the greater brand recognition it provided, particularly in global markets. As time would go on, the brand name “Indian” began to be used interchangeably with the company name, Hendee Manufacturing. In 1900, fellow bicycle racer and manufacturer Oscar Hedstrom joined the company as chief engineer, and the two began work to design a motorcycle. Their first efforts met success, and by 1901 a 1.75 bhp, single-cylinder prototype had been built. A public demonstration was held near the company headquarters in Springfield, Massachusetts on Saturday, June 1, 1901.



The first Indian motorcycles, chain-driven with a single-cylinder engine, went on sale in 1902. Although considered an advanced feature in the early days of motorcycling, chain drive was used by Indian right from the very beginning. In 1903, Hedstrom



would set the world motorcycle speed record on a racing-tuned Indian single – 56 miles per hour! 1904 saw the introduction of the deep red color that would become an Indian trademark, and in 1905, Indian introduced its first V-twin factory racer, with a street version going on sale in 1907. The V-twin engine would become the foundation of the Indian lineup for the future, as well as dominating global motorcycle design.

Used extensively for competition, Indian gained acclaim after taking the first three places in the Isle of Man Tourist Trophy race in 1911. By 1913, Indian was the world’s largest motorcycle manufacturer, and in 1914, famed motorcycle endurance racer Erwin “Cannonball” Baker rode an Indian

motorcycle from San Diego to New York in a record 11 days, 12 hours, establishing the brand’s reputation for durability. The motorcycle Baker rode for this feat was a similar

model to the 1913 Indian Twin in the Forney Museum Collection (previously covered in the January 2024 Forney Vehicle Spotlight, available on our website in the newsletter archive) but Baker would also help to popularize the new Indian model introduced in 1916: the “Powerplus.”

Engineer Charles Gustafson had been hired all the way back in 1907 to design new engines for Indian motorcycles, and at that time more power was squeezed from small one and two-cylinder engines by ever-more complex machinations such as utilizing a double valve V-twin, which had eight total valves, for racing. In the years before 1916, the company tasked Gustafson with creating an equally powerful engine with a simpler, more durable and less expensive design.

Mounted on a larger, sturdier version of the earlier Indian Twin frame, the Powerplus engine that Gustafson designed was a 61 cubic inch (1000cc) side-valve V-twin engine that was both quieter and more powerful than the prior Indian engines, and gave the Powerplus a rated top speed around 60 miles per hour. This highly successful model, popular both as a street roadster and as the basis for racing bikes, would remain in production with few changes until 1924.

Known early for compact, lightweight machines of incredibly durable simplicity, it is easy to see why the Indian brand was so popular at the time; but with the outbreak of World War I, the motorcycle market was about to change. As the United States



prepared to join the war, Indian sold most of the Powerplus line in 1917 and 1918 to the United States Army. While the bikes were popular with US service members, this deprived domestic Indian dealers of their most popular model for two years, and many Indian dealers

would turn to other manufacturers who could supply them with actual product to sell. When the US servicemen returned from the war and began to look for a motorcycle like the ones they had used in the Army, the market began to boom, and while Indian would benefit from the increased demand, the company would lose its position as the biggest motorcycle manufacturer in the American market to rival Harley-Davidson, a position that Indian would challenge, but never reclaim.



Feeling the need to adapt to the new order, Indian would introduce two new models in the early 1920s that would go on to become icons of the brand: the Indian Scout in 1920; and the bigger Indian Chief in 1922. The Chief model was released with a 61 cubic inch V-twin engine based on the Powerplus, and in many ways can be thought of as the replacement for the earlier model. The royalty of the Indian brand, the Chief would remain in production, through numerous design advancements and changes, until 1953. Along with the Indian four-cylinder models that began with the Indian Ace in 1927, these were the biggest and most powerful Indians in the lineup.



Introduced in 1920, the Indian Scout represented a different approach to motorcycle design than the big Chief, and is considered the primary rival to the Chief for the title of Indian's most important model. The Scout was designed by company engineer Charles B. Franklin, who had been hired in 1916 after more than a decade of high-level motorcycle racing in Britain; in 1912, Franklin took a racing Indian that he had tuned up himself to

the famous Brooklands race track and became the first person to ever cover 300 miles in 300 minutes!

This feat earned Charles Franklin an offer from the company to become the manager of their main depot in Dublin, however the 1915 introduction of a wartime tax on luxury goods in Britain, which included motorcycles, prompted Indian to close their Dublin depot and bring Franklin to the US to work in the design department. A trained engineer with an abundance of practical knowledge and hands-on technical skills, Franklin arrived in Massachusetts uniquely positioned to create one of the most famous motorcycle designs ever built.

Franklin began by working on the Powerplus engine, and with the refinements he introduced, Indians would soon come to be known as the



fastest motorcycles in the world. By the mid-1920s, even complicated double-valve racing engines failed to keep up with the side-valve V-twin Powerplus, and rivals including Harley-Davidson were forced to try designing their own side-valve racing engines. One Harley racer, Albert “Shrimp” Burns, was so impressed that he left Harley and began racing Indians, going on to win a national racing championship while averaging over 100 miles per hour. The Powerplus had definitely earned its name!



While the competition desperately attempted to play catch-up, Charles Franklin began to turn his attention to creating a smaller version of his racing tuned

Powerplus to be mounted on a smaller, lightweight motorcycle. Franklin managed to reduce the 61 cubic inch Powerplus to a compact 37 cubic inches (606cc) and the new engine was like nothing seen before. The side-valve V-twin utilized dual cams, and had the transmission gearbox bolted directly to the engine casing. This allowed the use of a geared primary drive, dispensing with the more high-maintenance chain or belt drive which was more commonly used – the only American V-twin to utilize this low-maintenance drive system.

To go along with this smaller engine, Franklin designed a shorter, lightweight double-cradle motorcycle frame. The new model made its public debut in October 1919 as the 1920 Indian Scout. At only 370 pounds, the compact Scout was a true lightweight compared to competitors, and the new low-maintenance, 3-speed geared primary drive gave the bike a reputation for reliability. While popular as a road motorcycle, and a well-regarded and successful competition bike, the Scout’s high power to weight ratio quickly made it the favored bike for stunt riding, especially the highly popular “Wall of Death” or “Silodrome” shows where stunt riders would perform in a velodrome with vertical walls.



With the popularity of the new Scout and Chief models, 1924 saw a significant change as Hendee Manufacturing Company reorganized and rebranded as Indian Motorcycle Company – although the word “motorcycle” is standardized today, in the 1920s the

term “motorcycle” was still used to refer to motorized bicycles, tricycles and quadricycles! A couple years later in 1926, responding to competitor Excelsior’s popular Super X model, and after the American Motorcyclist Association established a racing class for 45 cubic inch engine displacement motorcycles, Indian asked Charles Franklin to enlarge the 37 cubic inch Scout engine.

By increasing the bore and stroke from $2\frac{3}{4}$ inches x $2\frac{7}{8}$ inches to a more robust $3\frac{1}{16}$ inches x $3\frac{1}{2}$ inches, the Scout engine upscaled to a 45.44 cubic inch displacement.

This new engine was about 25% larger, but provided significantly more than 25% more power. This new powerful Scout was an instant success, and while the original 37 cubic inch continued to be offered, it was seldom ordered.



Always striving to perfect his little powerhouse of a motorcycle, Charles Franklin began work on a new Scout. Elsewhere in the design department, development had begun on a new four cylinder Indian, the Model 401, and so the new small Scout under development at the same time was called the Model 101. Changes were visually modest, but the redesigned frame had new geometry defined by an increased front fork rake angle, a longer wheelbase and a lower seat height between 25 and 26 inches. This new geometry made the lightweight bike more stable with a comfortable ride and superior handling. Instantly popular with both road and track motorcycle racers, hill climbers, stunt riders and the general public, the Scout 101 has been described as “the

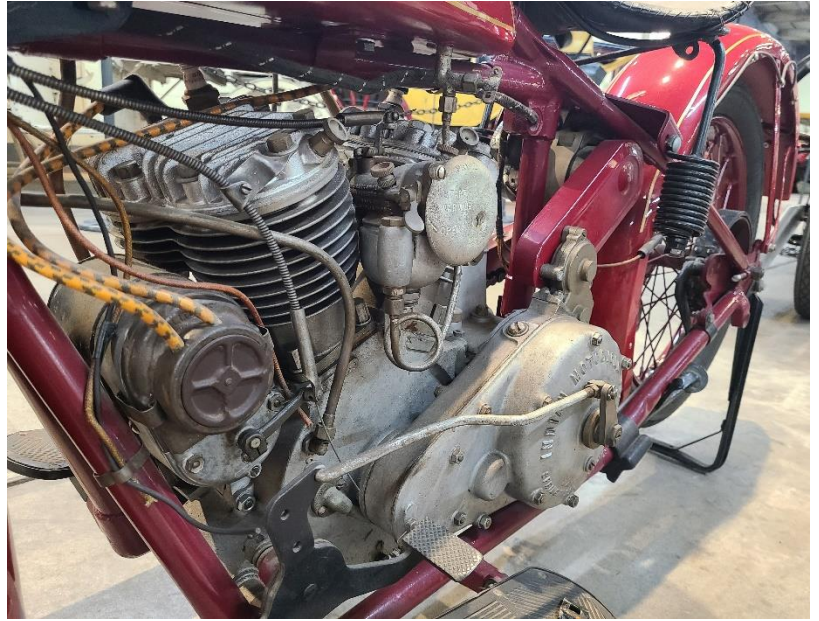


best motorcycle ever made” by enthusiasts. A “Police Special” was also produced with a shorter wheelbase for better maneuverability, with the same 45 cubic inch engine.

The Scout and Scout 101 were notable for a double-cradle tubular steel frame with girder forks using a leaf spring at the front and a rigid frame at the rear. The Scout 101’s higher front fork rake provided a longer $57\frac{1}{8}$ inch wheelbase. The 18 inch wire wheels had clincher rims in

1928, and coupled with the lower frame, gave the 101 a seat height of 26 inches, and the whole small package had a curb weight of only 370 pounds.

Powered by the same 45 cubic inch F-head, inlet-over-exhaust Scout engine with a Schebler carburetor, the 1928 Scout 101 provided a rated 22 horsepower. A 3-speed manual transmission with multi-disc wet clutch was equipped, with the gearbox directly attached to the engine for a geared primary drive. Chain drive carried this power from the transmission to the back wheel. Brakes consisted of external contracting bands on the rear, and internal expanding brake shoes up front which had only been introduced by Indian in 1927.



Although the Scout 101 was hugely popular, as the United States weathered the Wall Street Crash of 1929 and sank into the Great Depression, Indian Motorcycle Company was facing bankruptcy. The DuPont Family stepped in in 1930, merging DuPont Motors with Indian and ceasing production of DuPont automobiles to focus on motorcycle production — one legacy of this merger was that DuPont's connections in the paint and chemicals industries allowed Indian to offer 24 color options by 1934! Models from the DuPont era were often marked with the now-famous "Indian war bonnet" emblem painted on the gas tank, and DuPont's business acumen helped put the company's fortunes back on the right track, selling nearly as many motorcycles as Harley-Davidson by 1940.

While DuPont's business acumen saved the company, it doomed the Scout 101 as the



decision was made to rationalize the lineup and build all models on essentially the same frame. As the 101's unique small frame cost almost as much to produce as the larger Chief, it offered a smaller profit margin, and profits were too tight to support it any longer. In 1932 Indian offered a "universal" frame across the lineup between the "Standard" Scout, Chief and Four. A frame big enough to support a four-cylinder engine, much less the 74 cubic inch Chief

engine, was always going to prove too big and heavy for the Scout. While some admire the introduction of classic Chief styling to the Scout model, sales would prove

disappointing, and the bigger, stiffer frame proved to be far less suited to the racing and stunt riding the 101 had been so notable for.



Considered by many to be Indian's masterpiece, the Scout 101 was the culmination of Charles Franklin's entire career trying to perfect the motorcycle, but would prove to be his last design. As the company began work to develop the unfortunate new Standard Scout that would ride on the same larger frame as the Chief and

the Four, Franklin fell ill and passed away in October 1932.

Desperate to increase sales after the disastrous Standard Scout, an innovative new model Sport Scout would be introduced in 1934 which would help to redeem the Scout name, especially after winning the first ever Daytona 200 in 1937. The Sport Scout would continue in production until the US entry into WWII and the end of civilian production in 1942. Post-war the Scout name would live on as a core part of the Indian brand, but the most famous Scout might have been built in the very first year of production. The New Zealander, Burt Munro, would add to the Scout's legend by taking a highly modified 1920 Indian Scout to the Bonneville Salt Flats and setting a class speed record in 3 separate engine-displacement classes – with a top recorded speed in 1967 of 183.59 miles per hour!

And yet, it is the Scout 101 that is remembered today as the "best Indian ever made."

Indian ended production and filed for bankruptcy in 1953. Various companies have tried to resurrect the brand with little success in the years since, most recently being purchased by Polaris Industries in 2011. Despite the fall in fortunes, the early era Indians have earned a special place in the heart of riders and collectors for decades, especially the short-lived but legendary Scout 101. This 1928 Indian Scout 101 is part of the Forney Museum Collection, one of two 1928 Scout 101 models that were donated by the Walter Timme Family Foundation, and is currently on display at the Forney Museum of Transportation.



Memberships

Become a Forney Museum Member TODAY! We have memberships in many different levels to fit your particular needs, with options available for as low as \$50, the right membership for you can be purchased in the museum gift shop or online at forneymuseum.org. Memberships are good for one year and make great gifts, so help support the Forney by buying a membership today!

Community Rewards Program



The Forney Museum has joined the King Soopers/City Market Community Rewards Program. For those unfamiliar with this program, it allows King Soopers or City Market loyalty reward members to link a non-profit or charity to their loyalty card. For every purchase made with that card, King Soopers/City Market will donate a percentage of the amount to the organization you choose. What this means is that you can now support the Museum simply by purchasing groceries, at no cost to you! In fact, with the deals available to loyalty reward members, you can save money at the checkout and raise money for the Museum at the same time!

Please join today by simply visiting <https://www.kingsoopers.com/account/communityrewards> and log in as a member. From there you can search for the Forney Museum of Transportation and enroll. This is a fantastic opportunity, and we are thankful to King Soopers/City Market for their generosity and outreach to the local community.

General Museum Needs

We are putting out the call for several items that are needed here at the museum. If you see anything in this section that you think you would be able to donate to the museum to help us with our operations please reach out to our Assistant Director, Dan at asstdirector@forneymuseum.org, or call the museum at (303) 297-1113.

- 1) Enclosed trailer (20-foot or longer) to transport Forney Museum vehicles safely & securely
- 2) Modern tire changing machine in working order
- 3) Modern wheel balancing machine in working order
- 4) Late model minivan in serviceable condition

Thank you to everyone who has already donated!

The Forney Newsletter team is:

Editor-in-Chief, Christof Kheim

Publishing Editor, James Hansen

Graphics and Design Assistance, Damion Cope

Research Assistance provided by: James Hansen, Jennifer Holm, Damion Cope, Carl Enger, Dan Hays

Special Thanks to all of our readers!

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